



Photo 1. Some of the alignments include on-street bicycle lanes such as this one on Massachusetts Avenue, NE.



Photo 2. Some portions of the trail could be an asphalt paved trail separated from the roadway.  
([www.pedbikeimages.org/danburden](http://www.pedbikeimages.org/danburden))



Photo 3. Some of the alignments use bridges to cross roadways. These bridges can provide safe and attractive means to separate trail users and automobile traffic.  
([www.pedbikeimages.org/danburden](http://www.pedbikeimages.org/danburden))

## 2 PURPOSE AND NEED

The Takoma section of the MBT runs south from the Maryland/DC line near the intersection of Piney Branch Road and Eastern Avenue to the intersection of Kansas Avenue, North Dakota Avenue, and Blair Road. It traverses an urbanized area with a mix of residential, commercial, and industrial land uses with little vacant land available for the trail.

The idea of an MBT has been around for more than 10 years. One alignment had been thought of as the preferred alignment through Takoma for most of that time. Recently, as the design of the MBT became more of a reality, this preferred alignment looked to have a number of possible problems. One purpose of this study is to introduce new alternatives to that initial alignment.

For this study, five different trail alignments have been proposed through the Takoma area. The purpose of this study is to define each of the five alternative alignments and evaluate the opportunities and constraints associated with each. The study will help citizens and public officials understand the issues and assist in the selection of a final alignment.

## 3 PLANNING PROCESS

The planning process for the alignment study contains the following parts:

- Copies will be placed in public locations, on-line, and available through the District Department of Transportation (DDOT).
- A website will be available with the Study and accessible for comments.
- A sixty (60) day comment period via email, phone, written submittals will be conducted.
- DDOT staff will meet with community groups as requested during the comment period.
- A public meeting will be held near the end of the comment period for explanation and to gather additional comments.
- The five alignments are being considered in the DDOT Takoma Neighborhood Transportation Study.
- A final alignment recommendation will be made after review of comments.

## 4 METHODOLOGY

The study analyzes five different alignments for the MBT through the Takoma area. Three of the alignments are generally referred to as “Eastern Alignments” because they are located on the eastern side of the railroad tracks, while two of the alignments are generally referred to as “Western Alignments” as they are located west of the railroad tracks. The three eastern alignments are known as Alignment A, Alignment B, and Alignment C, while the two western alignments are known as Alignment D and Alignment E (Figure 1). Figure 2 depicts the ownership of parcels associated with proposed alignments.